

**SECRET**

IDEA-1061-69

Copy 6 of 6

24 November 1969

**MEMORANDUM FOR: Director of Special Activities**

**SUBJECT : Topic for Far East Visit**

1. This memorandum contains a recommendation in paragraph 3.

2. You may wish to alert [ ] that the IRIS-2 camera reliability at Detachment H is being watched closely and solicit his opinions regarding its readiness posture. Attachment I has been prepared in a sanitized format as a point of departure for such discussion.

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3. It is recommended that you personally visit the detachment sensor lab. Such a visit by itself, and with a few words from you, would convey to the camera tech reps a sense of participation, responsibility, and urgency in that Headquarters is counting on the performance of the IRIS-2 as its primary operational sensor.

LS/

[ ]  
**Deputy for  
Research and Development  
Special Activities**

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**Attachment; (1)  
As stated**

**D/R&D/OSA/[ ]:anw/24 Nov 1969**

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**Attachment I**

**I-2 Reliability**

As of 8 October 1969 there were a total of 14 I-2 flights at this facility. Twelve of these were good in terms of the I-2 unit itself. This reflected a batting average of 12/14 or a reliability of 86%. The two bad flights involved I-2 malfunctions, one a pressure regulating valve, the other a shuttle pot cable becoming wrapped in the mechanism.

As of 10 November 1969 there were a total of 18 I-2 flights at this facility. 14 of these were good. This now reflects a batting average of 14/18 or a reliability of 78%. Two of the four bad flights were as noted above and occurred prior to 8 October. The other two bad flights occurred after 8 October and involve the following I-2 #8000 malfunctions; one a light leak resulting in fogged imagery, the other some misfiring and erratic operation still (as of 24 Nov) under investigation.